Amendments to the Claims

1.   (Currently Amended) A method for determining the fuel consumption of an internal combustion engine caused by at least one electrical consumer in a motor vehicle, wherein the motor vehicle comprises the with an internal combustion engine, wherein the internal combustion engine is supplied by a generator, which wherein the generator is driven by the internal combustion engine, the method comprising determining at least one current value of the generator mechanical power input, and upon energization of the electrical consumer and determining the fuel consumption of the at least one electrical consumer in the motor vehicle based on the at least one current value determining the electrical power input of the generator at different times, wherein the electrical power input is determined by means of a generator model.

2.   (Cancelled)

3.   (Currently Amended) The method as claimed in claim [[2]]1 wherein the electrical power input is determined at a first instant and a second instant following the first instant in time, the first instant occurring at the time at which the electrical consumer is connected, briefly prior to the electrical consumer being supplied with current.

4.   (Cancelled)

5.   (Currently Amended) The method as claimed in claim [[2]]1 wherein the electrical power input is determined by means of values from one or more characteristic fields of the generator.

6.   (Currently Amended) [[A]]The method as claimed in claim 1, comprising determining at least one current value of a mechanical power input of a generator upon energization of an electrical consumer in a motor vehicle with an internal combustion engine, wherein the electrical consumer is supplied by the generator, wherein the generator is driven by the internal combustion engine, and wherein

mechanical and electrical losses are taken into account when ~~the value is being determined for~~ the mechanical power input on the generator is determined.

7. (Currently Amended) The method as claimed in claim [[4]]1 wherein for the generator model [[the]] input quantities are selected from the group consisting of the engine speed, the ambient temperature, the transmission ratio, the voltage of the vehicle electrical system, the excitation current of the generator, and combinations thereof.

8 – 10. (Canceled).

11. (Currently Amended) The method according to claim 1, further comprising displaying an indication of the fuel consumption[[of]] caused by the electrical consumer.

12. (Currently Amended) The method according to claim 1, wherein fuel consumption ~~is determined for~~ caused by each of a plurality of electrical consumers is determined.

13. (Previously Presented) The method according to claim 1, wherein fuel consumption is displayed for each of a plurality of electrical consumers.

14. (Cancelled)

15. (Previously Presented) The method according to claim 1, wherein mechanical and electrical losses are taken into account when the value is being determined for the mechanical power input on the generator.

16. (Currently Amended) The method as claimed in claim [[14]]1, wherein for the generator model [[the]] input quantities are selected from the group consisting of the engine speed, the ambient temperature, the transmission ratio, the voltage of the vehicle electrical system, the excitation current of the generator, and combinations thereof.